

REPORT

CD NO.

CONFIDENTIAL

COUNTRY Hungary

DATE DISTR. 9 FEB 51

SUBJECT Rolling Stock of the State Railways

NO. OF PAGES 1

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

50X1-HUM

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. The Hungarian State Railways (MAV) have at present a total of 1,650 service-able locomotives and 42,000 freight cars. Daily freight averages 9-10,000 car loads.
2. The greater part of the locomotives used on main line traffic are those which were supplied [redacted] in 1946 and 1947. [redacted] A large number of engines are unserviceable, which in turn puts a considerable strain on those in operation. One of the major deficiencies in the MAV repair shops is the lack of new cylinders, especially flues and furnace cylinders (Rauch- und Flammenrohre). This has caused long delay in repairs and in some cases stoppage of work.
3. Under the Five-Year Plan MAV ordered 5,000 freight cars of 20-ton capacity from Poland. Lajos Babrics, Minister of Communications, visited Warsaw in early June to negotiate this deal.
4. Under this agreement Poland has delivered to date 1,500 freight cars (short platform type), which are already in operation. It was not expected that any further rolling stock would be supplied by Poland during 1950. These Polish freight cars, which are of inferior quality and do not conform to international requirements, can only be used for internal traffic. Because of the acute shortage of freight cars and the slow rate of production of new rolling stock for the Hungarian railways, MAV stipulated only that the freight cars supplied under this agreement should come up to the normal Polish technical standards.
5. In May the Ministry of Communications issued an order stating that all railway cars in Hungary had to be fitted with special brake equipment by 1 October 1950. The task will not now be completed until 31 January 1950. This is an important measure as it enables an increase in the speed of freight trains.
6. Hungary delivered 1,200 tons of material to Bulgaria, for equipping 4,500 - 5,000 railway cars with brake equipment. Similar offers to Poland and Czechoslovakia were turned down. In spite of pressure from Russia, there is considerable delay in installing this brake equipment in all the satellite states.

CONFIDENTIAL

CLASSIFICATION ~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

[illegible]

Document No. _____
 No Change In Class. ☐
☐ Declassified
 Class. Changed To: TS S C
 Auth.: HR TC-2
 Date: 5 JUL 1978

-50X1-HUM